

# Montgomery County Airpark -- No. 703909

Category  
Agency  
Planning Area  
Relocation Impact

Revenue Authority  
Revenue Authority  
Gaithersburg  
None

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

January 6, 2002  
18-8 (01 App)  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	1,557	529	103	925	840	19	66	0	0	0	0
Land	8,478	400	1,750	6,328	6,328	0	0	0	0	0	0
Site Improvements and Utilities	5,308	5,308	0	0	0	0	0	0	0	0	0
Construction	3,061	0	0	3,061	2,677	85	299	0	0	0	0
Other	22	22	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18,426</b>	<b>6,259</b>	<b>1,853</b>	<b>10,314</b>	<b>9,845</b>	<b>104</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Contributions	85	85	0	0	0	0	0	0	0	0	0
Federal Aid	16,027	5,408	1,667	8,952	8,858	94	0	0	0	0	0
Revenue Authority	1,338	482	93	763	493	5	265	0	0	0	0
State Aid	976	284	93	599	494	5	100	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

The Montgomery County Airpark is a general aviation reliever airport in Gaithersburg, Maryland. In the early 1990s, an Airport Layout Plan (ALP) was developed by Montgomery County. The ALP is the basis for Federal Aviation Administration (FAA) funding of projects at airports. From time to time, the FAA requires that the ALP be updated. Over the last year, the Revenue Authority has conducted, through its airport planning and engineering consultant, an update to the ALP. There are some similarities and several differences between the new plan and the plan prepared ten years ago. Generally, the development plan can be characterized by the following four elements: no change in runway length; reduction in the intensity of airport development from the earlier plan; reduction of the number of based aircraft 20 years out from the earlier plan; and reduction in the size of the critical noise contour compared to the earlier plan.

### Service Area

Countywide. As a general aviation reliever airport, the Airpark plays a role in the Reagan National Airport system. In particular, the airport relieves the major air carrier airports in the region.

### JUSTIFICATION

The recommended acquisitions, easements, and obstruction removal in FY02 address obstructions to air navigation and protect life and property on the ground. All of the FY02 activities are based on Federal Aviation Administration design standards and guidelines. The signage, pavement marking, and taxiway light projects in FY03 primarily address safety issues. The hold position signage and pavement marking are designed to alert pilots to the safe hold locations prior to entering the runway to promote safe and efficient operation of aircraft in the air operations area. The taxiway lights, which indicate the edges of the taxiways at night, need to be replaced due to age and condition. A holding bay at the approach end of Runway 32 will be constructed in FY04 to provide a place off the taxiway for aircraft waiting for air traffic control clearance. In the same year, the positions of the taxiway connections between the runway and the taxiway will be relocated to provide easier departure from the runway and better access to the landside of the airport. The construction of the electrical vault in FY04 will ensure adequate power to the entire airport and provide easier access for maintenance and operation.

### Plans and Studies

The basis for the planned improvements is the Airport Layout Plan update dated September 2001.

### Cost Change

The cost increase reflects the implementation of the Airport Layout Plan.

### STATUS

The acquisition and installation of the localizer landing guide has been delayed until FY05 due to a change in priorities.

### FISCAL NOTE

Funding for all Airpark projects is 90 percent Federal, 5 percent State and 5 percent Revenue Authority, except for the localizer. The funding for the localizer will include \$100,000 in State funding, and the balance will be Revenue Authority.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
Initial Cost Estimate		5,607
First Cost Estimate		
Current Scope	FY02	18,423
Last FY's Cost Estimate		6,655
Present Cost Estimate		18,426

Appropriation Request	FY03	9,449
Appropriation Request Est.	FY04	104
Supplemental Appropriation Request	FY02	1,853
Transfer		0

Cumulative Appropriation	6,655
Expenditures/	
Encumbrances	6,259
Unencumbered Balance	396

Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

### COORDINATION

Federal Aviation Administration  
Maryland Aviation Administration  
Maryland-National Capital Park and Planning Commission  
Airport Liaison Committee

The Revenue Authority asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### MAP

